versity level books in Hindi and regional languages, production of books for non-formal education, establishment of National Organisation of authors on co-operative basis, acquisition of copyright of books in public domain, establishment of Book Finance Corporation, supply of paper at reasonable prices, reduction in postal rates for despatch of books, development of libraries, registration of publishers etc.

Government is examining these recommendations in consultation with other departments|agencies.

**Investigations into disappearance of Merchant Ships**

2005. SHRI SHANKER SINH VAGHELA:
SHRI LAL K. ADVANI:

Will the Minister of TRANSPORT be pleased to state:

(a) whether the search for and the CBI investigations into the mysterious disappearance of the two ships 'Nityananak' and 'Nityaram' have been completed;

(b) if so, what are the findings and also the opinion of the Lloyds and other international agencies in this regard; and

(c) whether the sea-worthiness of the two ships was checked before they were allowed to sail?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Formal investigation into the missing ship Nitya Nanak conducted by the Chief Metropolitan Magistrate at Bombay, has come to a conclusion that the vessel was not maintained properly by owners which caused water to enter in her holds and in fore peak which probably caused her to sink. The investigation has also concluded that there is a *prima facie* case of gross negligence on the part of the owners on several counts. The CBI investigations are not concluded.

(b) The ships were not classed with Lloyds Register of Shipping nor insured with Lloyds Underwriters and therefore, the conclusions of Lloyds are not available. The International Maritime Bureau, London, who were earlier contacted in the matter were of the opinion that since both the casualties involved disappearance of the entire crew for such a long period of time and no further information had surfaced, no useful purpose would be served by commencement of investigation by them. The Chief Metropolitan Magistrate is yet to conduct a formal investigation in the case of M.V. Nitya Ram.

(c) The seaworthiness of the two ships was checked according to the rules made under the Merchant Shipping Act and the rules of the Classification Societies. It has however, been ascertained in the court of formal investigation that the owner did not maintain the vessels in a seaworthy condition after she was so inspected. The owner had carried a large number of temporary repairs but never intimated the authorities of the same. The investigating magistrate has concluded that the Nitya Nanak was not seaworthy when she left Colombo.

**Contaminated intravenous Solution**

2006. SHRI SHANKER SINH VAGHELA:
SHRI MUKHTIAR SINGH MALIK:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased ot state:

(a) whether Government's attention has been drawn to the news item which appeared in the 'Indian Express' of 21st June, 1986 under the caption "Injecting patients with fatal fluid";

(b) if so, whether any inquiry has since been conducted against the manufacturer, Ahmedabad-based Shree Krishakeshav Laboratory; and

(c) if so, what action is being taken by Government against the company?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (KUMARI SAROJ KHAPARDE): (a) to (c) The press report relates to presence of fungus in I.V. fluids. As and when complaints

are received by the Drug Control Administration the following steps are taken:—

(i) Withdrawal of the batch.

(ii) Within the batch clear bottles are segregated from the suspected bottles.

(iii) Samples are drawn from clear bottles and tested.

(iv) The batch is withdrawn and destroyed in case samples show presence of fungus.

(v) Action is taken against the manufacturer by the licensing authority under the provisions of the Drugs and Cosmetics Act & Rules.

According to the information given by the Delhi Administration, no complaint was lodged with them in respect of the incident reported in the press report, nor was the bottle sent to them. The Drug Control Administration, Delhi tried to contact Shri Sanghi but could not locate him. The question of taking any action against the manufacturing firm, therefore, does not arise.

**Indigenisation of fabricated Platforms for Oil Exploration**

2007. DR. BAPU KALDATE: Will the Minister of TRANSPORT be pleased to state:

(a) whether indigenisation for the exploration of oil has fallen through;

(b) whether ONGC have given huge orders to Indian Yards—Mazagaon Docks Limited, Hindustan Shipyards Limited and Burn Standard and Company Limited;

(c) whether these companies have passed on all their orders to foreign yards;

(d) whether any of them have fabricated platforms; and

(e) if so, what is the percentage of Indian content in this platform?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) At present, exploration for oil in the country is being carried out by the two national oil companies, namely, ONGC and OIL. However, the Government have decided to encourage the indigenisation of oil fields equipment and services required by ONGC and OIL. With this in view the Government had extended a number of incentives like deemed export benefits, price preference etc. to the domestic manufacturers of oil fields equipment and these have produced encouraging results. Pursuant to this policy of indigenisation, ONGC have also given orders to MDL, HSL and BSCL for manufacture of platforms, etc.

(c) None of the shipyards, *viz.*, Mazagon Dock Limited, Hindustan Shipyard Limited and Burn Standard Company Limited have passed on all their orders to foreign yards, except sub-contracting of a portion of the work.

(d) Yes.

(e) The percentage of Indian content in the platforms is given below :

—Burn Standard Company Limited . . . 24%

— Mazagon Dock Limited . . . . 51% in the first platform which increased to 70% subsequently. In respect of other three process platforms the indigenous content is as follows :

(i) HRA . . . 40%

(ii) SCA . . . 43%

(iii) WIS . . . 59%

—Hindustan Shipyard Limited :

(i) On EB/EC platforms upto completion of fabrication . . . . . 57%

(ii) On EB/EC platforms inclusive of installation at Bombay High . . 47%